

AMARILLO DRAGWAY

JUNIOR DRAGSTER RULES

The Junior Dragster program is designed to allow youth, as young as 7 years of age and up to 17, the opportunity to race against their peers in near replicas of the models that the Pros drive. Juniors may compete through the calendar year of their 18th birthday. (Jan 1 to Dec 31)

If a competitor turns 10 during the season, they may finish the year out in the beginner class. IHRA Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8 mile. The competition structure is designed to be conducted on an ET dial-your-own format, or a preset index on a heads-up breakout basis. Functional tail light mandatory on all entries. A photocopy of every competitor's birth certificate must accompany all new license applications. Competitors must make 6 passes to obtain or upgrade IHRA license. (2 launches, 2 half track and 2 full passes within ET range for respective license).

It is the responsibility of the team/parent to not dial-in or run under the ET breaks for the age groups listed above at all IHRA sanctioned events. This includes ET and National, Pro Am, Team finals and Jr team finals events. If the competitor does this a second time they will be disqualified. The lowest dial in for the respective age groups is the class index or 7.90 for master, 8.90 for advanced and 11.90 for beginner.

CLASS DESIGNATIONS

BEGINNER: Age 7 to 9 only; ET restricted to 11.90 seconds or slower based on either ET dial-your-own or heads-up basis. Breakout rules apply. One warning will be issued if a competitor runs quicker than 11.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 11.50 at any time will be disqualified for the remainder of the event.

ADVANCED: Age 10 to 17; modified engines meeting IHRA rules accepted. Class based on either dial-your-own ET or heads-up Pro start. ET restricted to 8.90 or slower. Breakout rules apply. One warning will be issued if a competitor runs quicker than 8.70. If a competitor runs quicker than 8.70 a second time, at the same event, they will be disqualified from the event. Any competitor running quicker than 8.50 any time will be disqualified for the remainder of the event.

MASTER: Age 12 to 17; must meet all requirements for Advanced. Licensing by IHRA or Track official after 3 approved runs between 7.90 and 8.90; Rack & pinion steering, and steel brake lines are mandatory. ET 7.90 or slower; One warning will be issued if a competitor runs an elapsed time of 7.70 or quicker or 85 mph or faster. If a competitor does this a second time at the same event they will be disqualified from the event. If a competitor runs 7.50 or quicker they will be disqualified for the remainder of the event and their license will be suspended for 6 months from the date of the infraction.

ELITE : Age 16 to 17; ET restricted 7.50 or slower. Must meet all requirements for Masters in addition to the following: The chassis must be constructed of chromoly tubing and incorporate helmet bars with SFI 45.1 or 45.2 padding on the roll cage. All competitors must utilize an SFI 38.1 head and neck restraint system. All entries must have a rear wing mounted in a way in which the top of the wing is located above the top of the roll cage. Licensing by IHRA or Track official after 3 approved runs between 7.50 and 7.90. Driver must have a valid state driver's license in addition to making the required passes prior to being issued an Elite license. One warning will be issued if a competitor runs an elapsed time of 7.40 or quicker or 90 mph or faster. If a competitor does this a second time at the same event they will be disqualified from the event. If a competitor runs 7.30 or quicker or 95 mph or faster, they will be disqualified for the remainder of the event and their license will be suspended for 6 months from the date of the infraction.

REQUIREMENTS AND SPECIFICATIONS

BODY: Body and cowl must be structured of aluminum or fiberglass and extend forward to firewall. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface. Front overhang cannot exceed 15", measured from centerline of front spindle to most forward point of car. Body panels must be removable-fastened to tabs welded to frame. Drilling of frame for mounting body prohibited. Funny Cars are acceptable providing design has been approved by the IHRA technical department prior to competition. Additional safety requirements may be imposed based on design characteristics. Contact the IHRA Technical department for specific details. Maximum Front over hang 25", Minimum height (roof) 35", Maximum Height (roof) 40", Minimum Roof hatch opening 15" x 10".

BURNOUTS

Vehicles cannot be held in place or touched by a parent or crewmember during the burnout. Vehicles are not permitted to burnout past the starting line.

DIAL-INS

The driver and crew are responsible for the accuracy of their dial-in. Dial-ins must be within class and performance limits. Any dial-in below allowable limits will have to be changed to an allowable dial-in before staging. The practice of older/quicker competitors dialing substantially slower than normal to equal the dial-in of much younger/slower competitors will not be permitted. The race director may disqualify any competitor that in his sole opinion attempts to manipulate the race against younger/slower competitors with out warning. Dial-ins, and Competition Numbers must be at least 4" tall and clearly posted on the car and visible from the control tower.

DRIVER

The driver must remain in the confines of the roll cage at all times and safety equipment may not be removed until the vehicle has come to a complete stop off the racing surface.

ARM RESTRAINTS: Mandatory. Must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of roll cage and/or frame rails. Arm restraint shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

CREDENTIALS: Valid IHRA Competition Certificate and IHRA Jr. Membership mandatory.

HELMET: Helmet meeting SN, SA, M, or K-2010 or newer or CMR, SFI 31.1, 31.2, or 24.1 mandatory. Full face helmet with shield mandatory. SFI Spec 31.1- SNELL SA, open-face helmet Spec 31.2 = SNELL SA full-face helmet SFI Spec 41.1 = SNELL M, open-face helmet SFI Spec 41.2 = SNELL M full-face helmet.

NECK COLLAR: Mandatory.

PROTECTIVE CLOTHING: All drivers are required to wear a jacket meeting SFI Spec 3.2A-1and3.3 gloves as well as full-length pants, shoes and socks. The use of nylon or flannel pants is prohibited. Competitors running 8.89 or quicker must utilize a minimum of 3.2A-1 pants and a full face helmet in addition to the above requirements. See class requirements for additional details.

RESTRAINT SYSTEM: SFI 16.1 or 16.2 certified Five-point minimum, 1 3/4" wide minimum driver restraint system mandatory. All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other. Only those units that release all five attachment points in one motion permitted. When arm restraints are worn with a restraint system that utilizes a "latch lever", a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. All harness sections must be mounted to the frame cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Wrapping of belts around frame rail prohibited. Under no circumstances are bolts to be inserted through belt webbing for mounting.

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DRIVETRAIN

CHAIN/BELT GUARD: All cars must be equipped with a guard to cover the width and at least the top run to the center line of the sprocket of any chains or belts. Guards must be minimum .060" steel, or .125" aluminum, and must be securely mounted; no tie wraps. Moving engine/drivetrain parts must be protected by frame rails or steel or aluminum guards to avoid unintentional contact.

CLUTCH: All cars must be equipped with a dry centrifugal-type engine clutch. Chain or belt drive only. Axle clutches prohibited.

FLYWHEEL: Aftermarket billet flywheel mandatory unless OEM type carburetor is used. Cast aluminium flywheel prohibited. Modification to stock units other than keyway modifications is prohibited.

TRANSMISSION: Gear-type prohibited. Torque converter belt assembly units allowed.

BRAKES & SUSPENSION: Two rear-wheel hydraulic drum or disc brakes, or IHRA accepted mechanical brakes mandatory. Hydraulic brake lines must be steel or steel braided. High pressure brake hose must be used with steel line for vibration connections. Front brakes permitted, but only in conjunction with rear brakes. Vehicle may have brakes on one wheel only if 7 inch minimum go kart puck type disc brake is used. Use of drive sprocket as a brake rotor prohibited. Drilling of brake components prohibited. Steel disc brake rotors are required and must be a minimum of 7-inch diameter with a .228-inch minimum thickness, dual steel brake rotors, 6-inch diameter with a 3/16 inch minimum thickness; or aluminum brake rotor, 11-inch diameter with a .228-inch minimum thickness. Line-loc prohibited. Hand brake permitted, but must be directly coupled to foot brake; hand brake cannot be independent of, or in lieu of, foot brake. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation.

ELECTRICAL

IGNITION SHUTOFF: A positive ignition shutoff switch, within easy reach of the driver, mandatory. A second shutoff switch on the center top portion of the deflector plate within easy reach of the crew or race official mandatory. All entries must have a mechanical shutoff switch to ground the spark plug located within easy reach of the driver. FC additional switch must be on the upper rear drivers side of the vehicle labeled as to function.

TAIL LIGHT: Functional tail light mandatory. It must be visible from the rear of the car.

ENGINE

ENGINE: All vehicles restricted to a maximum of one, rear-mounted, five horsepower based, four-cycle engine. Porting, polishing and relieving of block is permitted. Welding to intake port is permitted. Machining of deck surface permitted. Adding material to deck surface in any matter will be prohibited. All components must be completely isolated from the drivers compartment. This includes fuel system. Accepted aftermarket engines: Metro Racing flathead, McGee Racing flathead, Tecumseh flathead, Pure Power Racing flathead, LPW Racing Products, JR Race Car flathead, Huddleston Performance flathead and R&S Machine flathead Monster Racing, SR 71 Racing, Soltz Racing M-1 machine block, TRS Race Engine, Briggs and Stratton 206 factory sealed crate engine, JR Race Cars Thumper JD2 and Punisher JD3 sealed crate engine. The crate engine must maintain un-tampered hologram seal installed at the factory. No alterations or modifications to Briggs and Stratton 206 crate engine permitted except for installation of exhaust header and air filter.

CAMSHAFT: Any camshaft permitted. Any valve spring permitted. No overhead cams permitted. Any size valves permitted.

CARBURETOR: Any means to pass fuel or air to the engine other than normally aspirated carburetor is prohibited. Auxiliary vacuum fuel pump allowed. Pressurized and/or fuel injection systems prohibited. Electric fuel pumps prohibited.

CYLINDER HEAD: Aftermarket units permitted. **FUEL:** Gasoline or alcohol only. Nitrous oxide and/or nitromethane and/or propylene oxide prohibited in all classes. Fuel tank must be behind driver's compartment, below the shoulder hoop of roll cage and securely mounted within frame rails. Maximum capacity of one gallon, must have screw-on or positive locking cap. All vents must be routed downward, away from driver and extend beyond the bottom of the fuel cell. No vented fuel caps permitted, except on Briggs & Stratton or Tecumseh stock tanks.

IGNITION SYSTEM: Magneto or battery ignition systems permitted. Maximum one spark plug. MSD Ignition # 41510, 41500, and 42231 are the only accepted units. If the system has a low side rpm limiter it must be set to 0. Accepted coils: MSD 4291, 8232, and Master Blaster 2 and 3. Any alterations or additions to the systems are prohibited. **OIL SYSTEM:** Oil additives for the intent of producing power prohibited. **STARTER:** Pull rope or remote electric starters mandatory. Any driver activated/operated starting system prohibited.

SUPERCHARGER-TURBO CHARGER-NITROUS OXIDE: As cool as it would be, Prohibited.

THROTTLE: All vehicles must be equipped with a positive throttle return spring which shall close throttle when released. Throttle control must be operated manually by driver's foot: electronics, pneumatics, hydraulics, or any other device may in no way affect operation of the throttle. Throttle stops, other than mechanical (i.e. a positive stop under throttle pedal) prohibited. Must be mounted securely (wire ties prohibited).

FRAME

BALLAST: Must be secured to frame with a minimum of one 3/8 bolt per 5 pounds. Hose clamps / ties wraps/ etc may not be used to attach ballast to the entry. No ballast may be installed on the vehicle higher than the top of the rear tires.

CATCH CANS: and lines must be securely fastened.

DEFLECTOR PLATE: A deflector plate of a minimum 1/16" aluminium must be installed between roll cage and engine extending from lower frame rail to the top and width of driver's helmet. Carbon fiber prohibited.

GROUND CLEARANCE: Minimum three (3) inches front of car to 12 inches behind centerline of front axle. (2) inches for remainder of car.

ROLL CAGE: Mandatory five-point roll cage. Upper frame rails-minimum 1 1/8" diameter by .083. Diagonals-minimum 3/4" by .083". Uprights in driver's compartment must be spaced 20" or less. Must conform to standard dragster configuration as outlined else where in this guide. Mild steel chassis prohibited in the Master classification. Note: cm may be used in place of .083 ms.

SHEET METAL: Driver compartment interior must be aluminium, steel or fiberglass. Magnesium prohibited.

STEERING: All components must have a positive through-bolt or welded connection. All rod ends must be of aircraft quality or better, and they must have a bolt through with lock nut or drilled and cotter keyed. Steering must also have washers on bolts to keep rod ends from pulling through. Minimum spindle diameter is 1/2".

WHEELBASE: Dragsters Minimum 90". Maximum 150" on long side. Maximum 2" wheel base variations from left to right. Funny Cars 70" to 95", Roadsters 65" to 95, (2" variation maximum).

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RACE PROCEDURES

RESTARTS

After initial start-up, one chance will be given to restart the car within a reasonable time at the starter's discretion. The crew person should keep the starter close by in case its needed. Push starting any vehicle is prohibited.

STAGING

Once an entry reaches the front of the staging lanes for a run, it must be prepared to fire and race. In order to be a legitimate race winner, the competitor must start and self stage the vehicle under applied power. This rule also applies to single runs. All competitors will be given reasonable time to re-fire their entry, provided it is not prestaged. The amount of reasonable time is determined by the starter. Crew members are prohibited from touching the vehicle after it is pre-staged. If a crew member touches the vehicle once it is pre-staged the entry may be disqualified.

STAGING : "Auto Start" will be used in all classes at all IHRA events. Once both cars are pre-staged and the first car fully stages, the second car has a predetermined amount of time (15 seconds) to stage before the tree is automatically activated. This predetermined amount of time is referred to as "Time Out". If the second car fails to stage before the system "Times Out", it will be given a red light. If either car rolls deep after "Auto Start" has been activated, the competitor accepts the deep staging and will not be pulled back. "Courtesy Staging" is mandatory at all Junior events in all categories. If a competitor unintentionally lights both bulbs before the opponent stages, the starter will pull the vehicle back and allow to re-stage. This is considered a "pull back" and will only be permitted one time. The starter has full control and is the only one who may pull back car whether it is pre-staged, staged or overstaged.

DEEP STAGING: Is allowed but not guaranteed. The auto start system will be activated when both cars are pre-staged, so if you are staging deep you should do it in a timely fashion. Crew member may assist the entry in the pre-staging of the vehicle. Once the entry is pre-staged, crew members must be behind the vehicle and out of both competitors view. Pull Backs in the case of over staging are permitted one time if time permits. If the auto start system cycles during the pull back, the run will stand. **THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGE TO STAGE.**

POST RUN: Competitors are to cut off ignition and drive no further than the ET Shack after a run. They may push the car as far as they would like while waiting for a tow. This is to prevent accidents along the return road.